



APRIL 2010

## INSTITUTIONAL DEVELOPMENT AND SUSTAIN-ABILITY

**Institutional Development and Sustain-ability** has been defined as balancing the fulfillment of human needs with the protection of the natural environment so that these needs can be met not only in the present, but in the indefinite future. The term sustainable development has become the most often-quoted definition of sustainable development as development that "meets the needs of the present without compromising the ability of future generations to meet their own needs."

The field of sustainable development can be conceptually divided into four general dimensions: social, economic, environmental and institutional. The first three dimensions address key principles of sustain-ability, while the final dimension addresses key institutional policy and capacity issues.

This newsletter aims to provide information on what is happening in the trucking industry and the efforts by the stakeholders to provide safe, reliable, efficient and environmentally friendly standards. If you would like to discuss information found in this newsletter in greater detail, feel free to contact the Editor at the KTA Secretariat or any of the contributors listed beside each of the articles.

### IN THIS ISSUE

1. Institutional Development and Sustain-ability.
2. Code of Conduct.
3. Transporters say NO to irrational Parking fees.
4. Parking Fees - KTA members speak out in one voice.

## INSTITUTIONAL DEVELOPMENT AND SUSTAIN-ABILITY

Eunice Mwanyalo (Mrs.),  
Executive Officer,  
Kenya Transport Association,  
P.O BOX 88502-80100,  
Mombasa, Kenya.  
Tel: +254-041-2311958,  
Fax: +254-041-2312015,  
Email: info@ktamsa.com,  
Website: www.ktamsa.com

The ultimate goal of the Institutional development foundation is to improve the functionality of the Association. More specifically ID will achieve an Association that is better equipped in terms of motivation, quality and productivity of staff. This will enable concentration only to those activities that warrant KTA involvement. Hence a more effective and efficient delivery of services that are required by members. ID should also improve KTA's ability to operate on a day-to-day basis, to be innovative and address changing conditions that deal with unexpected outcomes without external assistance. In this regard KTA will assign clear tasks and responsibilities, especially with regard to a separation of the roles of the Secretariat and the Management.

There is a need to improve the work of the staff members by implementing effective administrative systems and forming strategic partnerships with external service providers. This will improve information for internal management, including the quality of planning, operational and monitoring systems, information and decision support systems and other management support processes. This will be further enhanced by a well-structured work flow and division of responsibilities between office holders and staff members, which will be laid down by the by-laws and job descriptions, which is crucial to the efficiency and success of the Secretariat and KTA. The above will provide managerial, technical but not financial sustain-ability. Financial sustain-ability can be defined in this context as KTA's ability to cover its operating expenses as well as to finance a gradual expansion of activities without being overly dependent on external sources of finance e.g. wealthy members, government bodies or donors. In the next three years, KTA will seek to diversify its revenue streams, provide steady cash flow and build reserves that will see KTA through periods of financial strain.

### KTA EXECUTIVE COMMITTEE MEETS TO DEFINE THE KTA CODE OF CONDUCT



KTA Executive Members follow through on the Code of Conduct at a Workshop held in Mombasa on 17th April 2010.

The KTA Executive Committee held a workshop in Mombasa on 17th April 2010 with the objective of defining the KTA Code of Conduct. The Code of Conduct seeks to define the Professional Ethics expected of KTA and its members. This is under the Institutional Development pillar within the Strategic Plan and seeks to establish systems within KTA, so as to ensure stability and sustainable growth for the industry. Members are set to benefit greatly from these systems as KTA seeks to provide information and support to ensure profitability and competitiveness for the transport industry.

## TRANSPORTERS SAY NO TO IRRATIONAL PARKING FEES



Left: KTA representatives meet with the Mombasa Town Clerk at the Mombasa Town Hall to protest against parking fees. It was agreed among others:

1. Reduced Parking and Clamping Fees.
2. There will be no clamping of trucks at all loading depots unless the trucks are double parked or cause obstruction.
3. There will be no parking in CBD, residential area, hospitals, schools and road reserves.

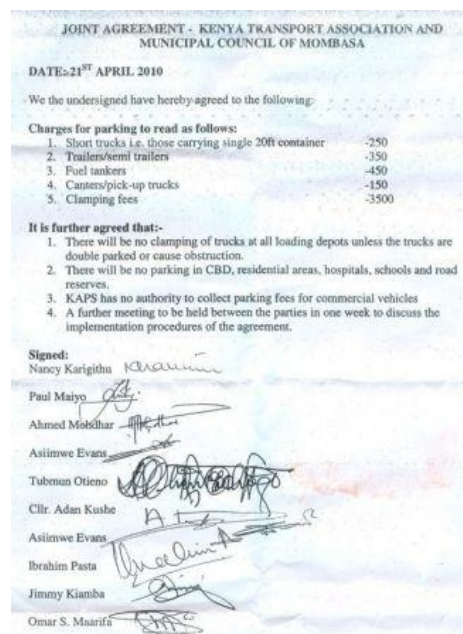


KTA Trustees: From left: Mr. S. Khosla, Mr. I. Bayusuf, Mr. S. Awale and Mr. A. Pasta. The KTA Trustees urged members on the need to unite and speak with a common voice as the industry and the business environment is changing and the changes are affecting the industry adversely. There is a pressing need for KTA members to unite NOW to ensure sustain-ability.



**Left:** KTA Executive Committee address a Press Conference to protest against the implementation process of Parking Fees on transporters by the Municipal Council of Mombasa. The proposed Parking fee by the Council was too high and could not possibly be absorbed by the transport industry.

**Right:** A copy of the Joint Agreement between KTA and the Municipal Council on Parking fees to be charged on those who choose to use the Council yards.





## PARKING FEES - KTA MEMBERS SPEAK OUT IN ONE VOICE



KTA represents a sector of the economy made up of players who have made major investments in the transport sector. In line with its mission, KTA seeks to represent advice and support such investors in road transport to ensure sustained competitiveness. KTA also works to ensure Kenyan Transport remains competitive and the barriers along the Northern Corridor are kept at sustainable levels. This is a very key role as without the right information, the industry could end up incurring huge losses and affecting other sectors of the economy adversely.

KTA remains a voice of the industry, backed and supported by a strong and active membership; a membership that is united; a membership that seeks to adopt best practices and a membership that is keenly interested in the highest performance, service delivery and professional standards.



Clockwise from left: 1. KTA Vice Chairman - Mr. Timothy Nguoh; 2. KTA Secretary - Mr. Paul Maiyo; 3. KTA EC Member - Mr. Ibrahim Pasta; 4. KTA EC Member and representative to KRB - Mr. Abdi Awale; 5. Ugandan Business Representative - Mr. George William Kidima; 6. KTA Member - Mr. Ally Njenga; 7. KTA Member - Ms. Satho Ahmed; 8. Ugandan Transporter - Mr. John Nganwa.

Members unanimously agreed that the Parking fees were in arbitrarily imposed and did not follow due process. The daily rates were too high and this was an additional cost that transporters could not competitively absorb.

Members unanimously agreed to down their tools until an agreement could be reached that was deemed agreeable between the Municipal and KTA. The strike ran for 3 days starting Monday 19th April up until 21st April 2010. An agreeable solution was concluded at a meeting mediated by Ms. Nancy Karigithu - Director General of Kenya Maritime Authority.



**KTA FLEET NEWS is published by the KTA SECRETARIAT**  
**Publisher: KTA SECRETARIAT(executive@ktamsa.com)**  
**Editor: Eunice Mwanyalo(eunice@ktamsa.com)**  
**Design: Grace Maina(webmaster@ktamsa.com)**

For suggestions/ enquiries:  
 Contact Us:  
 Tel: +254 041 2311958  
 Fax: +254 041 2312015  
 Email: info@ktamsa.com